

487 find that, in spite of the classical importance of the Danube valley as the link between the Orient and the west of Europe, the Black Sea ports drew the trade of the Lower Danube and Siret basins and established a traffic with the Mediterranean and north-western lands which increased in importance until the Great War. A two-way traffic in Danube grain and British coal gave a great advantage to British merchants and British shipping, the only other shipping engaged in the lower Danube traffic, that under the Greek flag, coming a long way behind. Partly as a result of the cessation of her Mediterranean coal trade, and partly as a result of energetic development of Greek, Italian (carrying mail) and Roumanian shipping lines (the last two subsidised), Great Britain in 1933 stood fourth on the list, being outstripped by Roumania itself, which has recently purchased a couple of 8,000 ton Hamburg-America liners. Braila and Galați, the two grain ports of Wallachia and Moldavia (which, with a depth of 20 to 24 feet, can accommodate 6,000 ton ocean-going steamers) have up-to-date equipment, the former catering mainly for the Prut river traffic of Bessarabia and the latter for the larger Wallachian hinterland. A large number of small grain ports on the Danube remain so far with but primitive equipment. Constanța, on the Black Sea, has received most of the attention of the Government, in the form of petrol basins, pipe-lines, dredging, etc. It is, of course, a rail port and has thus the advantage over the ports of Braila and Galați when the Danube and Prut are frozen, as they usually are from December or January till March, or in summer when the water is low. Over a period of forty-seven years there were only eleven years when the rivers remained open.

THE SIRET, which debouches at Braila, is unfortunately unnavigable, and can only be used for floating timber, which is shipped in ocean-going vessels at Galați. The port of Sulina and the channel between that port and Braila, entirely under the administration of the European Commission of the Danube, has recently been much improved, and traffic on the Sulina arm has accordingly improved too. It is, however, feared that, in spite of the extension of the moles, the persistent silting at the Sulina outlet will render necessary the diversion of the Sulina cut to an outlet five miles to the south.

[The Dobrudja]

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THE PROVINCES

131 part of the Dobrudja. The delta of the Danube is
 133 formed by the three arms Chilia, Sulina and St
 George. It includes an area of about 1,000 square
 miles, in which water and land, marshes, lakes and
 [503] islands feed an almost tropical vegetation. The chief
 communications through the delta are provided by
 the Sulina canal and by causeways.

311 The steppes of the Southern Dobrudja yield good
 135 crops of wheat and maize, and the pastures maintain
 great herds of sheep. Mineral resources are con-
 fined to some unworked coal deposits, valuable
 copper near Altantepe, and sulphur.

131 The Dobrudja is about 9,300 square miles in all:
 161 of this some 2,960 square miles were returned to
 Bulgaria in 1940. The population of the province as
 a whole is about 850,000. Its main value to the
 contesting States lies in the Black Sea stretch of
 coast. The port of Constanza, the greatest and most
 • 504 important on the western shores of the Black Sea,
 361 has modern harbour works built at the beginning of
 this century and covering an area of 60 hectares. It
 was through Constanza that Rumanian exports used
 to pass to France and Great Britain. The docks of
 Constanza are about 30 ft. deep and can, therefore,
 be used by large, sea-going ships. The harbour
 facilities include storage buildings for wheat and
 oil-tanks with a capacity for over 200,000 cubic
 metres of fuel, which are fed by the pipe-lines
 coming from Ploesti. Oil can moreover be pumped
 straight from the pipe-lines simultaneously into four
 tankers. Another great advantage is that the port is
 361 completely ice-free all the winter. Constanza is the
 administrative centre of the Dobrudja and also a
 well-known seaside resort. Rail communications

12: Kormos S-4, 5 (no date) 1944

ED1 Rumania ED1

[Moldavia]

[The Banat]

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THE PROVINCES

361 Another important town, and the greatest Rumanian port on the Danube, is Galati with a population of about 75,000. Galati lies about a hundred miles from the Black Sea, but the harbour is so placed that sea-going ships can enter the port through the delta and anchor there all through the ice-free period. From Galati timber, wheat and maize from all over Rumania are sent abroad. Incoming cargoes of industrial goods are unloaded there.

[496] The only line leading directly to Transylvania goes over the Ghimes Pass. The traffic to Bessarabia is carried by four railway lines.

THE NEW TERRITORIES

131 The New Territories, acquired by Rumania after the war of 1914-18 and partly lost since 1940, cover an area of 62,800 square miles and were inhabited in 1940 by about 10,500,000 people. The Banat, the Crisana, Maramures and Transylvania formed, up to 1918, parts of Hungary; the Bukovina belonged to Austria, and Bessarabia was taken from Russia. Many parts of the New Territories were agriculturally and industrially better developed than the Old Kingdom.

131 THE BANAT. The Rumanian part of the Banat covers an area of about 7,400 square miles and has a population of 1,000,000. The province is bordered in the north by the River Mures^R (Maros^H, Marosch^C), in the west by the Yugoslav part of the Banat, in the south by the Danube, and in the east by the Carpathians. The north-western part of the province is

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505 trade is carried on the Danube to European
439 markets, Germany in particular, and, with the
exception of an exceedingly limited traffic with
Turkey, and a few intermittent shipments of oil
to enemy ports in the Aegean Sea, Rumania's
foreign sea-borne trade has been brought virtually
to a standstill.

In addition to traffic in the Black Sea with
U.S.S.R., Bulgarian and Turkish ports, Rumania
in pre-war days had important commercial
relations with most European and other countries
overseas, the trade routes being via the
Dardanelles, Mediterranean, Suez Canal and the
Straits of Gibraltar.

2. Mercantile Marine

505 All merchant-shipping activities are controlled
[652] by the Ministry of Air and Marine. Rumania's
ocean-going mercantile marine in 1939 was con-
stituted as follows:—

	G.R.T.
6 cargo and passenger motor vessels	27,061
16 cargo steamers	67,193
3 steam tankers	14,737
25 Total	108,991

[653] Of the 19 cargo steamers and tankers, 11 were oil-
fired and 8 coal burners. Fourteen of these vessels
were owned by the Rumanian State Maritime
Service (*Serviciul Maritim Român*), the principal
shipping company in Rumania, whilst the three
tankers belonged to the *Steaua Romana* Petro-
leum Company of Bucarest. The remainder were
privately owned.

[648] Consequent upon her entry into the war Ru-
mania's mercantile marine came under Axis
control and most of her vessels are trading for
German and Italian account, partly in the Ad-
riatic and Aegean, and partly in the Black Sea.

A statement of Rumania's estimated non-
tanker merchant-shipping resources on the 30th
April, 1943, follows:—

ESTIMATED RUMANIAN MERCANTILE MARINE RESOURCES (NON-TANKER) UNDER AXIS CONTROL IN THE MEDITERRANEAN AND BLACK SEA AT 30TH APRIL, 1943.

Tonnage Category	No. of Vessels	Total G.R.T.
100/499	3	578
500/999	—	—
1,000	3	2,798
2,000	2	4,286
3,000	3	10,170
4,000	—	—
5,000	1	11,395
6,000	6	20,220
Aggregates	15	50,147

[723] As to her tanker tonnage, two vessels aggre-
gating 11,795 G.R.T. were seized and are now in
Allied service, whilst the third, of 3,032 G.R.T.,
was sunk in December, 1941, in the Aegean Sea.

3. Ports

504 The chief ports for sea-going vessels are Con-
stanța on the Black Sea and Brăila and Galați
on the Danube, which both handle river shipping
as well.

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The following table shows the quantities of goods discharged and loaded at these ports in 1928 and 1939. Sea and river traffic at the ports of Braila and Galati are shown separately :—

[43a]

16: Great Britain G-4 (to date) 1943 ED1 Rumania ED1

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Ports	1948		1949	
	'000 metric tons		'000 metric tons	
	Discharged	Loaded	Discharged	Loaded
Constanța	192	3,046	437	3,456
Braila Sea	93	283	70	720
River	734	120	—	—
Galați Sea	75	305	49	421
River	158	84	—	—

[43 b]

(a) *Constanța*

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Constanța, which is situated on the Black Sea and is Rumania's most modern port, is, in fact, her only port actually on the coast, and before the war was, therefore, of some considerable importance. Since the Russian campaign, however, its significance has dwindled enormously, due to the presence of Russian submarines in the Black Sea and to the curtailment of Rumania's overseas markets, which means that trade is mainly carried on the Danube and by rail.

Exports from Constanța consisted mainly of petroleum products which came by pipe-line from the Ploiești district. A considerable portion of the country's general trade, including some cereal export, was also handled here.

[503] Heavy draught ships can anchor in Constanța harbour, but continued dredging is necessary inside the harbour to maintain the various depths. The estimated daily general-cargo discharging capacity of the port is about 7,200 tons. Total capacity for oil storage is about 660,000 tons at and in the vicinity of Constanța.

(b) *Brăila*

Brăila, which is situated on the left bank of the Danube, is the normal limit of navigation on the Danube for ocean-going vessels. It is the principal port for grain export and is well equipped with grain-handling facilities, such as silos, elevators, etc. Small quantities of timber are also handled.

The width of the river channel at Brăila is normally 330 yards, though greater during the spring floods.

The estimated daily general-cargo discharging capacity is about 3,000 tons.

Grain is usually loaded into ocean-going vessels by floating elevators, the working capacity of which is estimated to be about 150 tons per hour under normal working conditions.

Total warehouse capacity of all the warehouses in the dock basin section for storing goods is 6,400 tons.

(c) *Galați*

[712] This port is also situated on the left bank of the river Danube and is the chief inland port of entry into Rumania, as well as being the headquarters of the Rumanian navy. It is the centre of the timber export trade, being situated just below the junction of the Siret River down which most of the wood from the Carpathians is floated. It is also well situated for the receipt of timber by rail from the Bucovina and from North Moldavia.

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The estimated daily discharging capacity for general cargo is 7/8,000 tons, but it is, however, unlikely that this quantity (which is much greater than the normal traffic of the port) could be

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[502] cleared without very considerable development. It is probable that not more than about 50 per cent. of the above capacity could be worked. Grain is loaded by land and floating elevators.

The ports of Brăila and Galați are ice-bound during some winters, ice occurring to a sufficient extent to prevent navigation from the Black Sea between January and mid-March in about 3 years in 10.

D. INLAND WATERWAYS

I. General

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487 In 1937 navigable waterways totalled 2,840 km (1,766 miles) and were divided as follows:—

	Km	Miles
Danube	1,075	668
Danube tributaries	395	246
Dniester	740	460
Prut	410	255
Mureș	185	115
Bega Canal	35	22

The rivers Dniester, Prut and Mureș have not been adequately regulated for regular traffic, but are used for local traffic and for timber floating.

II. The Danube

1. Traffic

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439 The Danube, Rumania's main traffic artery, carried about 60 per cent. of all import tonnage and some 15 per cent. of all exports in the years immediately before the war. Traffic split into two distinct types: first, the traffic in sea-going vessels with an average size of 2,000-2,500 tons proceeding as far as Galați and Brăila via the Sulina mouth, and second, on the river proper, on the Danube above Galați.

The sea-going traffic passing through the Sulina mouth in the years just before the war consisted of about 1.2-1.4 million tons a year of exports from Rumania or other riparian states. By far the most important items were grain and timber. About half the vessels entering the Danube from the sea appear to have been in ballast, the remainder bringing in some 300,000-500,000 tons of imports mainly for Rumania.

Inland-water traffic on the Rumanian sector of the Danube in 1939 (the latest year for which information for all kinds of traffic is available) amounted to 3 million tons. 1.6 million tons consisted of upstream traffic from Rumania to other riparian states, 0.24 million tons of downstream traffic to Rumania, about 1 million tons of Rumanian internal traffic, and about 0.2 million

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502 trained pilots is compulsory, while the barge tows have to be broken up into smaller units. This sector of the Danube cannot be negotiated at night, which constitutes an enormous hindrance for large-scale traffic. In order to speed up the traffic, the use of suspension railways and locomotives on rails laid along the river bank was introduced before the war, but the system has met with only moderate success.

[503] Navigation in the Maritime sector of the Danube is affected by silting up—particularly in the autumn—and constant dredging has to be carried out in the Sulina branch to maintain sufficient depth for passage of vessels up to Galați. The depth of this sector was 24 ft. in 1939, permitting the entry of vessels of medium draught only. Danube navigation is held up for varying periods between November and March by ice, averaging 30-50 days, and occasionally even for 90 days.

499 There are no permanent bridges on the Danube to connect Rumania with Bulgaria. However, a Rumanian-Bulgarian Commission was established in 1942 to remedy this deficiency by arranging for the construction of a bridge, which will take five years to complete, between Giurgiu and Ruse. In the meantime a ferry system is in use between Giurgiu and Ruse carrying important supplies of oil for the German forces in Greece.

3. River Ports

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504 There are in all some 38 river ports, of which the most important, all on the Danube (from west to east), are as follows:—

Moldova	Oltenița
Orșova	Brăila
Turnu Severin	Galați
Giurgiu	Sulina

Since the war started considerable improvements have already been made on the Danube. This is of special significance for, though this waterway is of little use for Rumanian internal traffic, since the closing of the sea route between Rumania and North Germany, it has become vitally important for the carrying of bulky transport. As early as 1940 a scheme for the rationalisation of Danube traffic was put into operation, and the installations of Giurgiu, the main Danube port for oil transport, were improved.

To avoid congestion at Giurgiu, the Danube ports of New Moldova and Orșova have been enlarged. Internal traffic has been diverted to Oltenița, which is also used for the unloading of incoming traffic. The construction of new harbour installations is being carried out by a German-Rumania company.

4. Organisation of Inland Water Shipping

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[655] Rumanian Danube shipping is under State control, and organisation is carried out by firms which are partly State-owned and partly owned by private individuals. The most important company is the State-owned "N.F.R." (*Navigațiunea Fluvială Română*), and of lesser importance are the privately owned companies "S.R.D." (*S.A.R. de Navigație pe Dunăre*) and "Sind" (*Societă Italiană di Navigazione Danubiana*).

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648 All Rumanian shipping companies are members of the Danube Shipping Pool, which is under German supervision, headed by the *Deutsche Donauschiffahrtsgruppe*, which is closely connected with the Hermann Goering-Werke für Binnenschiffahrt. The importance of the Danube Pool (exclusive of the Tanker Pool) will be realised when it is borne in mind that between 1932-1937 the freight carried annually by its vessels on the